

ANNEXATION OF LITTLE PANAMA

Senator Morgan Explains the Purpose of His Resolution.

PACIFICATION OF COLOMBIA

PLATT OF CONNECTICUT DEFENDS ROOSEVELT.

Washington, Dec. 21.—After the disposal of routine morning business in the senate today, Mr. Morgan called for the reading of the bill introduced by him yesterday providing for the annexation of Panama to the United States, and also of the resolution directing the president to enter into treaties for the construction of a canal via the Nicaragua route. He then entered upon a formal explanation of the two measures.

Continuing, Mr. Morgan spoke of the difficulties which the country has encountered in Panama, saying that they are not of the country's seeking, but were due to the precipitous of the president of the United States. It was, however, impossible to undo what had been done, and he contended that further proceedings should be in accordance with legislation. In order to get rid of the consequences of our acts we must make, he said, some equitable arrangements with Colombia, for it was not to be supposed that Colombia meant to submit calmly, if he declared, we are to build a canal in Panama, we must have the good will of Colombia, for without it the obstacles would be infinitely increased. Mr. Morgan made an appeal to the newspapers to use their utmost endeavors to secure information concerning the situation, saying there was no probability that any resolution could elicit new information from the executive department.

Platt of Connecticut defended Roosevelt, saying that the president would not be able to secure appropriations. "Indeed," he said, "I don't believe that he wants appropriations. It is better for campaign purposes that legislation on the canal question should consist of promises only."

He said that he inserted in his bill the provision for the payment of \$15,000,000 for the pacification of Colombia because he had heard the president had entered into an agreement for the payment of that sum for that purpose.

He had inserted this provision, as well as the others in the interest of peace and good will, and in the interest of a Panama canal, and of all accrued rights. It was intended to meet the emergency, and he hoped it would be so accepted by all persons concerned.

Platt's Speech.

When Mr. Morgan concluded, Mr. Platt (Conn.) concluded his speech on the Gorman Panama resolution begun by him yesterday. He again took the argument that the action of the United States and other powers in recognizing Panama is irrevocable, and drew the inference that the senate must proceed upon that theory.

Mr. Platt defended the president against the charge of committing an act of war, or of entering into a treaty, denying that his acts in connection with the Panama revolt amounted to either. "It is easy," he said, "to make charges, and to talk in an excited way. We want specifications, and it is time for senators who talk of acts of war and of intervention to tell us what an act of war is and what act of the president in this case amounts to war or intervention. It is acts of which we are speaking, and we are not concerned with what the president thinks or wants."

One thing about the president was that the people believed him honest; that he was a man who did what he believed to be right.

ROOSEVELT'S DENIAL.

The president had met the charges and insinuations that he had committed a revolution in a message to congress. Had he been president, said Mr. Platt, he would not have done it, but the president decided to test his case with the American people.

He then read the part of the president's message which denied the charges, and he said he would take the word of the president against that of any newspaper article signed or unsigned.

Mr. Platt said that our rights on the isthmus were superior to those of any treaty. He said President Roosevelt had the same constitutional right to send ships and land marines at Panama to protect American interests and American lives and property as President McKinley had to send troops to Peking for the relief of the American legation.

Acted For the Whole World.

Mr. Platt held that independently of the treaty of 1846 the United States

had the right to protect transit across the isthmus even against Colombia. Indeed, we were bound not only to protect our own interests on the isthmus, but those of the civilized world.

Mr. Tillman asked if the attitude of the Colombian forces was not the nature of a "dickie," or bluff, to increase the price of going.

Mr. Platt replied that Mr. Hubbard and his forty-two men had nothing to do with the buying of the departure of the Colombian troops. He added that he had seen the newspaper report that the American vice consul, who was not an American citizen, had supplied money to secure Torres' departure. Even if that were true, it did not involve in complicity the government of the United States. There would be, he added, no difficulty in accepting the theory of good faith in those matters, if senators wanted a canal at Panama and did not want it at Nicaragua.

IF HONESTLY COME BY.

"I want a canal at Panama," responded Mr. Tillman, "if we do not have to steal it."

To this expression of Mr. Platt took exception as unworthy of a gentleman.

Senator Platt spoke briefly of the doctrine of "international eminent domain," but said that the phrase was a misnomer as there was no question of domain involved.

"But," he added, "there is reason for saying that if the people own the strip of land across which the world has said there should be an interoceanic canal, we will ratify the treaty, strike for money and hold up negotiations, the United States, if the canal cannot be built in any other way, will build it with a strong arm, and the justice of the president was entirely justified on that point."

Speaking the president's recognition of the new republic, Mr. Platt said: "The act stands out as that of a brave and fearless man; as that of a man who is neither rash nor impetuous. He did the right thing at the right time, the thing which will insure the building of the canal, which has been long delayed. We will ratify the treaty, we will build the canal; and when the ships of the whole world with their cargoes are traversing it, these criticisms, these attacks, these vituperations will be forgotten, and whatever Mr. Roosevelt may do in the present or any other term of office, this act will stand forth as the greatest of his career."

Mr. Tillman was recognized to read the ostend manifesto and the comment made on it by the Republican press of 1850. He contended that the policy of the present administration was that "might makes right." It is, he said, the doctrine of the wolf in sheep's clothing. "Whether the streams run up or down, I am above you and I want you for supper."

He declared our course in Panama to be simply greedy and dirty.

Mr. Tillman spoke in reply to Mr. Platt's reference to the attacks on the president, and said he (Tillman) had not reached the point that "the king can do no wrong." As for himself, he was going to vote against the treaty because it had been negotiated with a combination of men who had no right to make it.

If the treaty should be ratified he would accept it as the law of the land, but until that was done he should exercise his right as a senator to oppose it, even though he thereby should run executive disfavor. He did not deny the right of the president to recognize the independence of Panama, but if he did not exercise just discrimination he was subject to adverse criticism.

Mr. Tillman said that no condemnation of the independence of Panama, but of our warships to Panama, but the attack had been directed at the president's utterances in encouragement of the Panama revolt.

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HOLLAND SOCIETY BANQUET

Letter From Roosevelt and Speech by Bryan.

New York, Jan. 21.—More than 400 members and guests of the Holland society of New York tonight attended an annual dinner at the Waldorf-Astoria. The guests included "Peace," William J. Bryan; "Holland, Our Ally in the Revolution," Rev. George L. Lorimer; "The Friendly Relations of the Dutch With Other Nations," Sir Shantung Liang Cheng; "Our Hero Ancestors," James M. Beck.

President Roosevelt sent the following letter: "I wish I could be present at the dinner of the Holland society. Naturally I take particular interest in it, but it is simply not possible for me to make another engagement of any kind this winter. With hearty wishes and expressing my regret that I am not with you, 'fellow Dutchmen' of New York, on this occasion."

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BLIZZARDS AND RAGING WATERS

Snow Drifts Ten Feet High in Southern Wisconsin.

FLOODS IN PENNSYLVANIA

ICE GORGES THREATEN DAMAGE IN INDIANA.

Milwaukee, Jan. 21.—Snowdrifts are ten feet high today in Racine as a result of the blizzard that raged all of last night throughout southern Wisconsin. The snow was blown into huge drifts that packed solidly, causing considerable interruption to electric railway traffic in the different towns. Cars were stalled in many places and railroad trains are delayed.

The Goodrich Transportation company's steamer Georgia, which left for Chicago last night, was ice-bound more than a mile out in the lake with a number of passengers on board. The field of ice extends out as far as the eye can reach. Off Kenosha the steamer City of Marquette, bound for Chicago, is still stalled in the ice. That vessel is resting easy and no one is suffering for want of anything. The steamer Georgia was released this afternoon and proceeded to Chicago.

Pittsburg, Jan. 21.—Preparations are being made for a heavy snowstorm, and a flood tomorrow, as the result of the warm weather and the heavy rains of the past twenty-four hours. There are indications that both the Allegheny and Monongahela will break up about the same time, and both rivers coming out at once will endanger millions of dollars worth of floating property.

The residents of the lower part of Allegheny are about ready for the expected flood, and business houses which are affected by floods, on both sides of the river, have also made preparations.

St. Paul, Jan. 21.—The heaviest snowstorm of the winter in Minnesota began today and for a distance of 100 miles south of the Iowa line the worst snow storm in years prevailed.

The Twin Cities were cut off from telegraphic communication with the south and east for several hours today. Trains from the west were several hours late.

Logansport, Ind., Jan. 21.—Ice began moving out of the Wabash river today, doing much damage to property. The gorge broke near the Market street bridge and water overtopped the river levee, filling the city.

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SHIP OWNERS WERE A BOUNTY

Talk of Extending Coastwise Laws to the Philippines.

SENATE COMMITTEE HEARING

SHIPPERS FEAR INCREASE IN FREIGHT RATES.

Washington, Jan. 21.—The senate committee on Philippines gave a hearing today on Senator Frye's bill extending the coastwise laws of the United States to the trade with the Philippine islands so that all commerce between the islands and the United States shall be carried by American vessels.

A. P. Loring, president of the Plymouth Cordage company, of Plymouth, Mass., said American vessels should be given the business between the United States and the Philippines. He said that the bill was not a bounty on the shipping trade, but a measure to protect the coastwise trade on a par with American steamships. He thought that the bill would be sufficient to carry on the trade with the islands, but that it would result in an increase in freight rates.

Effect on Twine Industry.

It was brought out that the eastern companies, through their representatives of the bill would build up the twine manufacturing on the coast and were, in fact, a bounty on the twine industry. The present freight rates on Manila hemp amount to about 6 cents per pound, and it was estimated by manufacturers that the freight rates, by the passage of the bill, would be increased to 10 cents per pound. Under these conditions they represented that the twine industry would be ruined.

Would Not Help Manufacturers.

G. F. Holmes, treasurer and general manager of the Plymouth Cordage company, explained the exportation of binding twine and declared the duty on imported twine was 10 cents per pound. He said that the bill would not help manufacturers, as they export to the only countries which would buy any way enter into competition with them.

The Plymouth and Columbian Cordage companies, through their representatives, told the committee they would agree to enter into contracts with American shipping companies to pay 10 per cent increase over the present freight rates paid to the foreign ships. The Plymouth company representatives said that would be a contribution of \$100,000 a year from their company alone as a subsidy to American shipping.

Shipping Interests Heard.

Mr. Lodge announced that the shipping interests would be heard next.

When the committee reconvened Mr. Bullitt of Philadelphia said the shipping between the United States and the Philippines was now carried by foreign vessels to transport steamers. The cost of operating foreign vessels was so much more than that of American vessels that he believed it would be necessary to pay a bounty to American vessels engaged in the trade.

Winthrop T. Marvin of Boston, representative of the shipping interests, said there were enough American ships to transport the Philippine business. He said that the French subsidy was responsible for the low rate made by French vessels between the Philippines and Manila.

Monopoly Feature.

Senator Culberson asked what restraint there would be on American vessels if this law was passed and a monopoly created.

Mr. Sewall of Maine thought the competition between American vessels and American vessels operated in connection with trans-American railroads would prevent excessive prices under any possible American shipping monopoly.

James Jerome and Edgar F. Luckenbach of New York spoke of the number of vessels available for the business, declaring that American vessels were being idle because of inability to compete with foreign ships. George S. Dearborn, president of the American-Hawaiian Steamship company, said his vessels were ready for either the Atlantic or the Pacific business.

Henry W. Peabody of Boston said that the bill menaced the existing commerce of the Atlantic coast.

HOPE HAS FADED.

Salem, Ore., Jan. 21.—The supreme court today handed down a decision in the matter of the appeal of Armstrong, the condemned murderer, sentenced to be hanged tomorrow at Baker City. Armstrong asked for stay of execution to permit further legal steps in his behalf, but the court denied the appeal. Further legal steps can hardly be inaugurated before Armstrong is hanged tomorrow.

UNIT FOR ROOSEVELT.

Washington, Jan. 21.—Delegates to the Republican national convention selected in Florida yesterday are urged by President Roosevelt. In each district resolutions of instruction for the president were adopted.

TICKET NOT A CONTRACT.

San Francisco, Jan. 21.—The supreme court today by a majority vote decided that a railroad ticket is not a contract. It also decided that transportation companies may make rules and regulations beyond that of the appearance on the face of the ticket, and that passengers must comply with them all. The court held that as ticket is more of a receipt than a contract.

MAIL ROBBER DEAD.

Detroit, Jan. 21.—William B. Marshall, for the past three years an inmate of the Detroit house of correction, where he was sentenced for robbing the mails in Idaho, died today from progressive atrophy.

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